

Adelaide Road – Planning for the Future

A long-term vision for future growth and development

**Draft Adelaide Road Framework – for public consultation
September/October 2008**

Absolutely

POSITIVELY

**ME HEKE KI PŌNEKE
WELLINGTON CITY COUNCIL** **Wellington**

Executive summary

Wellington City Council has been working with the community, landowners, businesses, developers, residents and others to explore the opportunities for the future growth and development of the northern Adelaide Road area (between John Street intersection and the Basin Reserve).

The Draft Adelaide Road Framework outlines a vision for the future growth and development of the Adelaide Road area and identifies things we would like to achieve. It envisages significant urban change over the next 20+ years to create a prosperous and high quality mixed-use area.

The vision provides for significantly more residential development (to accommodate approximately 1550 more people), supported by good quality public amenities and streetscape, employment opportunities, good public transport, and a transport route that works well.

The proposals in the draft framework have been developed following extensive community consultation and planning. Now it's your chance to look at the ideas for the Adelaide Road area and tell us what you think.

Please get your comments on the draft proposals to us no later than 4pm, Friday 10 October 2008. The feedback form is in the centre of this booklet or comment online at www.Wellington.govt.nz

Contents

Executive summary

Part 1: Setting the scene

1.0 Introduction	3
1.1 Wellington is a growing city	3
1.2 Directing and managing change in Adelaide Road	3
1.3 Developing a vision for the future	3
2.0 Project context	3
2.1 Location	3
2.2 Strategic context	5
2.3 Adelaide Road profile	5
3.0 Developing the draft framework	6
3.1 What is the role and scope of the framework?	6
3.2 Why is the framework needed?	6
3.3 How has the framework been developed?	6
3.4 How does the framework fit with other plans and policies?	6
4.0 Consultation and engagement	7
4.1 Who has been involved?	7
4.2 The community workshop	10
4.3 Feedback received	10

Part 2: A vision for the future

5.0 The long-term vision	11
5.1 Vision	11
5.2 Theme areas and key outcomes	13

Part 3: Implementing the vision

6.0 Implementation actions	22
6.1 Role of the Council	22
6.2 Role of others	22
6.3 Draft Action Plan	23
6.4 Potential operational actions	25
6.5 Potential capital actions	29
7.0 Next steps	32

Part 1: Setting the scene

1.0 Introduction

1.1 Wellington is a growing city

Wellington is a dynamic and growing city. Forecasts are that by 2026 there will be around 44,000 more people living in Wellington city than in 2008. With Wellington's population steadily increasing, growth has to happen somewhere. To help ensure Wellington is a compact, sustainable, and liveable city, the City Council is taking an approach that focuses new growth in and around key suburban centres with good infrastructure and public transport.

1.2 Directing and managing change in Adelaide Road

Change is already happening in the Adelaide Road area. There is significant, growing interest in the area from developers and investors. A number of new townhouse, apartment and student accommodation developments have already been built or consented. The redevelopment of Wellington Hospital will also have an impact on the future development of the area.

The challenge is how to best plan for, and manage, change. The key aim is to improve the area for all people living in, working in and using the area. This will mean protecting the things that people value about the area and ensuring high-quality development leads to a more pedestrian-friendly, accessible and prosperous part of the city.

1.3 Developing a vision for the future

Adelaide Road is an important part of the city. It provides employment and a range of services. It is close to the central city, Wellington Hospital, the Newtown shops, the Basin Reserve and Massey University's Wellington campus.

The Adelaide Road project has been investigating opportunities for the future development of the northern end of Adelaide Road (between the Basin Reserve and the John Street/Riddiford Street intersection). The project has looked at how this area can be developed and enhanced, to create a more attractive, people-friendly and prosperous part of the city.

This document outlines a draft long-term vision, key outcomes, and a supporting action plan for the area's long-term development.

The draft ideas and initiatives presented have been developed as a result of extensive information-gathering and consultation with the community and key stakeholders. We want to know what you think of these ideas.

2.0 The project context

2.1 Location

The northern Adelaide Road area extends from Rugby Street (on the south side of the Basin Reserve), south to the John Street/Riddiford Street intersection and between Wallace Street in the west and the boundary of Government House to the east – see Figure 1. The area is about 2km from the Wellington CBD and lies between Te Aro and Newtown.

The project has consistently looked beyond the study area boundaries to ensure that wider land-use and transportation influences have been taken into consideration. Influences such as major institutions (eg Wellington Hospital and Massey University), recreational and sporting facilities (including the Basin Reserve) and transport networks, including State Highway 1, are all of critical importance to the future development of the area.



Figure 1: Adelaide Road study area.

2.2 Strategic context

The Council's Urban Development Strategy, approved as part of the Council's Long-Term Council Community Plan (LTCCP), sets the overall framework for managing growth and change in the city. Its approach is to direct growth to where the benefits are greatest.

The Urban Development Strategy introduces the concept of the growth spine – which encourages growth in housing and employment along a public transport spine between Johnsonville and the airport. More intensive mixed-use development is encouraged in key growth areas (the CBD, Johnsonville, Adelaide Road and Kilbirnie), supported by improved public transport and roading. Improvements to the quality of urban development, as well as better integration with community facilities and services, are also important considerations.

The northern Adelaide Road area is one of the key growth areas identified in the Urban Development Strategy. The Draft Adelaide Road Framework is the second 'centre plan' resulting from the Urban Development Strategy.

Adelaide Road is well located in terms of being able to support growth – it is within walking distance of the CBD, the hospital and Newtown and has excellent access to public transport – being a key arterial route to the southern suburbs.

Growth considerations for the Adelaide Road area, based on the strategic direction of the Urban Development Strategy, include:

- » accommodating about 1550 more residents (870 dwellings) by 2026
- » recognising the importance of Adelaide Road as an employment area and providing opportunities for a diverse range of business/commercial activities, retail, institutional activities and other services
- » enhancing the effectiveness of Adelaide Road as a major transport connection (including public transport, walking, cycling).

2.3 Adelaide Road profile

Some key facts and figures for the Adelaide Road study area:

Some 2145 people live in the Adelaide Road study area (Census 2006). Within the area zoned 'Suburban Centre' in the District Plan, there is a population of about 1000 people

Relatively few families currently live in the area – 77% of people are termed 'couple without children', compared with 42% for Wellington city in general

The area is home to a large student population – about 31% of the area's population

Over half of the population (56%) are aged 20-29 years, compared with 19% for Wellington city

25% of people have a total household income ranging from \$30,000-\$50,000, compared with 13% for Wellington city

The area has a diverse ethnic makeup – 64% European, 13% Asian, 9% Maori, 4% Pacific, 10% other

In terms of land use, about 60% of the area is commercial, 20% residential, and 20% roads and infrastructure

Adelaide Road and the surrounding area is a significant employment area – about 4000 jobs are based here (this includes the hospital). This represents about 2% of jobs in the region.

3.0 Developing the draft framework

3.1 What is the role and scope of the framework?

The draft framework has been developed in consultation with the community, landowners, businesses, Council staff, developers, government agencies, local interest groups and others. It outlines a long-term vision for the future urban development of the northern Adelaide Road area.

The framework is primarily focused on the 'Suburban Centre' zoned area, but the surrounding residential, institutional and educational areas provide important context for the future growth of the area.

The draft vision and outcomes outlined in the framework are based on the results of the community 'inquiry by design' workshop held in March/April 2008.

The framework is designed to help guide planning and design decisions including:

- » how this area will look in 20 years' time
- » what role this area will play in the context of the wider city
- » what type of development should occur, where it should be located, and what it should look like
- » which areas, features and characteristics need to be protected and/or enhanced
- » what infrastructure improvements and other investments are necessary to support growth.

3.2 Why is a framework needed?

While the Adelaide Road area has significant potential for further intensification and redevelopment, previous development in the area has been ad-hoc, resulting in poor urban form and a low level of 'amenity' and sense of place – in other words the area is not very attractive. Without a clear vision for the future of the area, development is unlikely to realise the expectations in the Urban Development Strategy.

An integrated framework, taking into account the link between land use and transport, is an opportunity to better plan for, and manage, growth and change. The Adelaide Road framework is an opportunity to put in place mechanisms to deal with the complex issues facing the area.

In addition, as Adelaide Road is an important part of the city's transport network, setting a framework for making improvements to the area, particularly the capacity of the transport corridor and the efficiency of public transport, will have significant benefits for the wider city.

3.3 How has the framework been developed?

The development of the draft framework has involved three key phases, including:

1. Information-gathering and research (from June 2007)

Including reviewing existing information, commissioning specific research (eg historic context and heritage; economic and employment profile; traffic and transport data, including walking and cycling), undertaking an urban design analysis of the area.

2. Initial public and stakeholder consultation (Nov-Dec 2007)

Including a public consultation brochure and meetings held with specific organisations and groups.

3. Intensive public engagement (Feb-May 2008)

Including a series of stakeholder and community meetings to gain more detailed understanding of key perspectives and issues in preparation for the workshop, and the community 'inquiry by design' workshop held from 31 March to 3 April, which involved a range of Council staff, stakeholders and community representatives.

3.4 How does the framework fit with other plans, policies and strategies?

The Draft Adelaide Road Framework links to a range of other Council plans, policies and projects, including for example:

- » the rolling review of the District Plan, including the Suburban Centres Review
- » infill housing review

- » Centres Policy
- » Ngauranga to Airport Transport Study and corridor plan
- » roading and infrastructure upgrades/improvements, including the bus priority project
- » open space and recreational strategies, policies and plans
- » community facilities review
- » cycling and walking policies
- » Climate Change Action Plan
- » Parking Policy
- » Public Space Design Policy
- » Council asset management plans (stormwater, wastewater, water supply, transport)
- » Development Contributions Policy
- » Long Term Council Community Plan (LTCCP) and Annual Plan process.

Ngauranga to Airport Study

The Basin Reserve improvements indicated in the Ngauranga to Airport Study could have significant benefits for Adelaide Road by improving traffic flows at peak times, providing more room for dedicated public transport, and improving the environment for walking and cycling. Under the draft corridor plan, the bus priority and traffic improvements (eg the Basin Reserve ‘flyover’) related to the Adelaide Road area are proposed to take place within the next 10 years. The plan proposes improvements around the Basin to separate east–west traffic from north–south traffic and improvements to public transport. The aim is to improve traffic flow and make the area more accessible for public transport, walking and cycling. Map 1 shows the Adelaide Road growth area within the wider context of the Ngauranga to Airport corridor plan and the proposed transport improvements.

‘Suburban Centre’ review

The Council’s review of the ‘Suburban Centre’ zoning category in the District Plan includes the main commercial/business area of Adelaide Road. This zoning has a flexible planning regime that provides for a wide range of activities in the zone. The purpose of the review is to analyse the issues and problems in the areas where this zone is applied. The review may lead to changes to District Plan provisions – eg increases in height limits in suitable areas and more design controls. The Adelaide Road framework’s vision will signal the changes that should be made to the Suburban Centre zoning as it applies to the Adelaide Road area in order to help achieve the long-term vision.

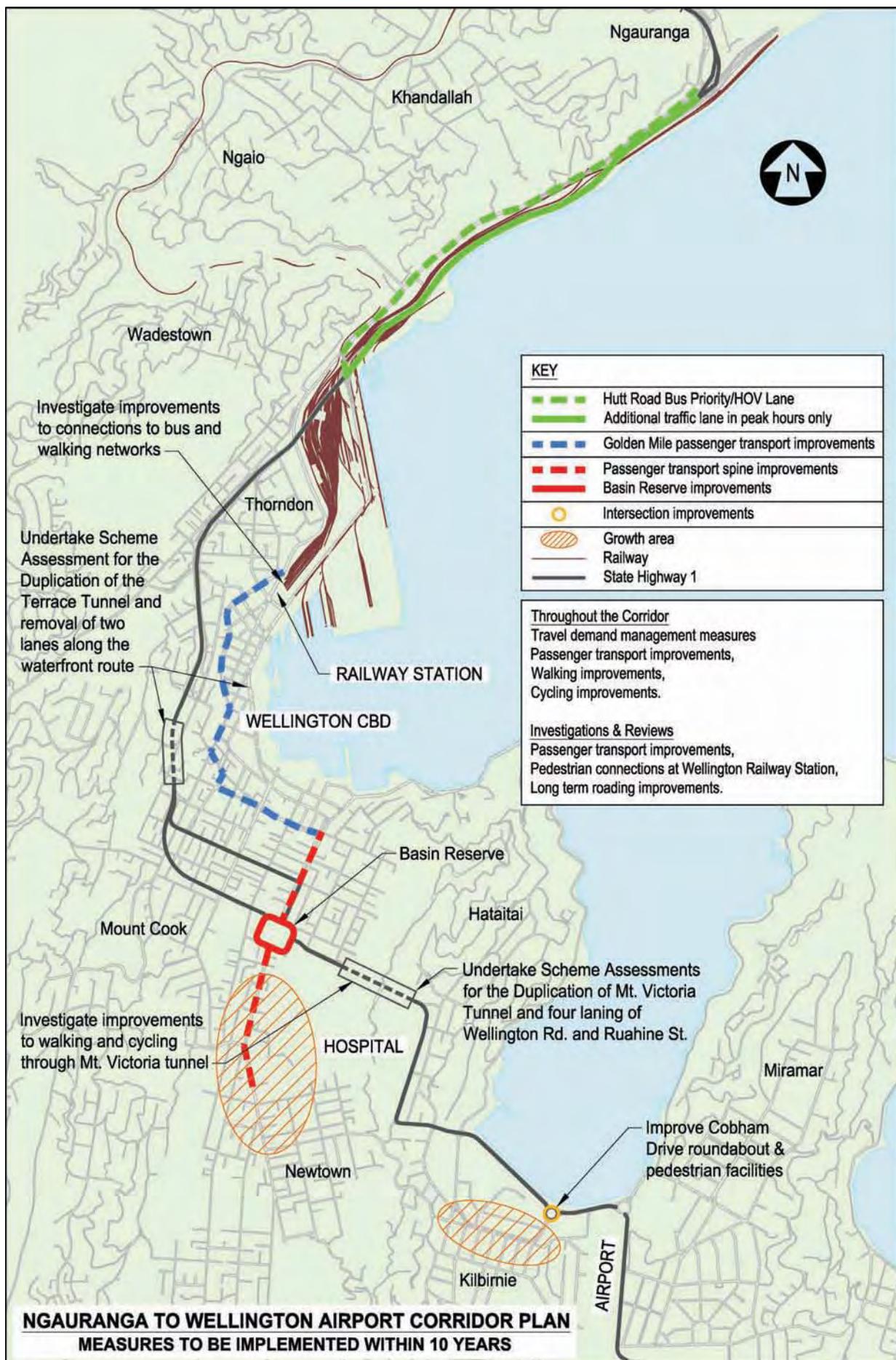
4.0 Consultation and engagement

The process of developing the draft framework has placed a high level of importance on community and stakeholder engagement. A range of methods has been used including feedback surveys, a consultation brochure, public and stakeholder group meetings, and an ‘inquiry by design’ workshop.

4.1 Who has been involved?

A wide range of people have been involved in the development of the draft framework, including:

- » local community, residents, and users of the area
- » landowners, businesses, industries
- » local residents’ associations and community groups
- » architects, urban designers, developers, real estate interests, investors
- » institutions including the hospital and other health organisations, Massey University and other educational organisations, Government House, local schools, Basin Reserve Trust, Wellington Housing Trust, Housing New Zealand
- » transport agencies and groups including NZ Transport Agency, Greater Wellington Regional Council, Cycle Aware, Living Streets, the Sustainability Trust.



Map 1: Draft Ngauranga to Wellington Airport Corridor Plan – measures to be implemented within 10 years

SPATIAL REPRESENTATION OF KEY COMMUNITY CONCERNS

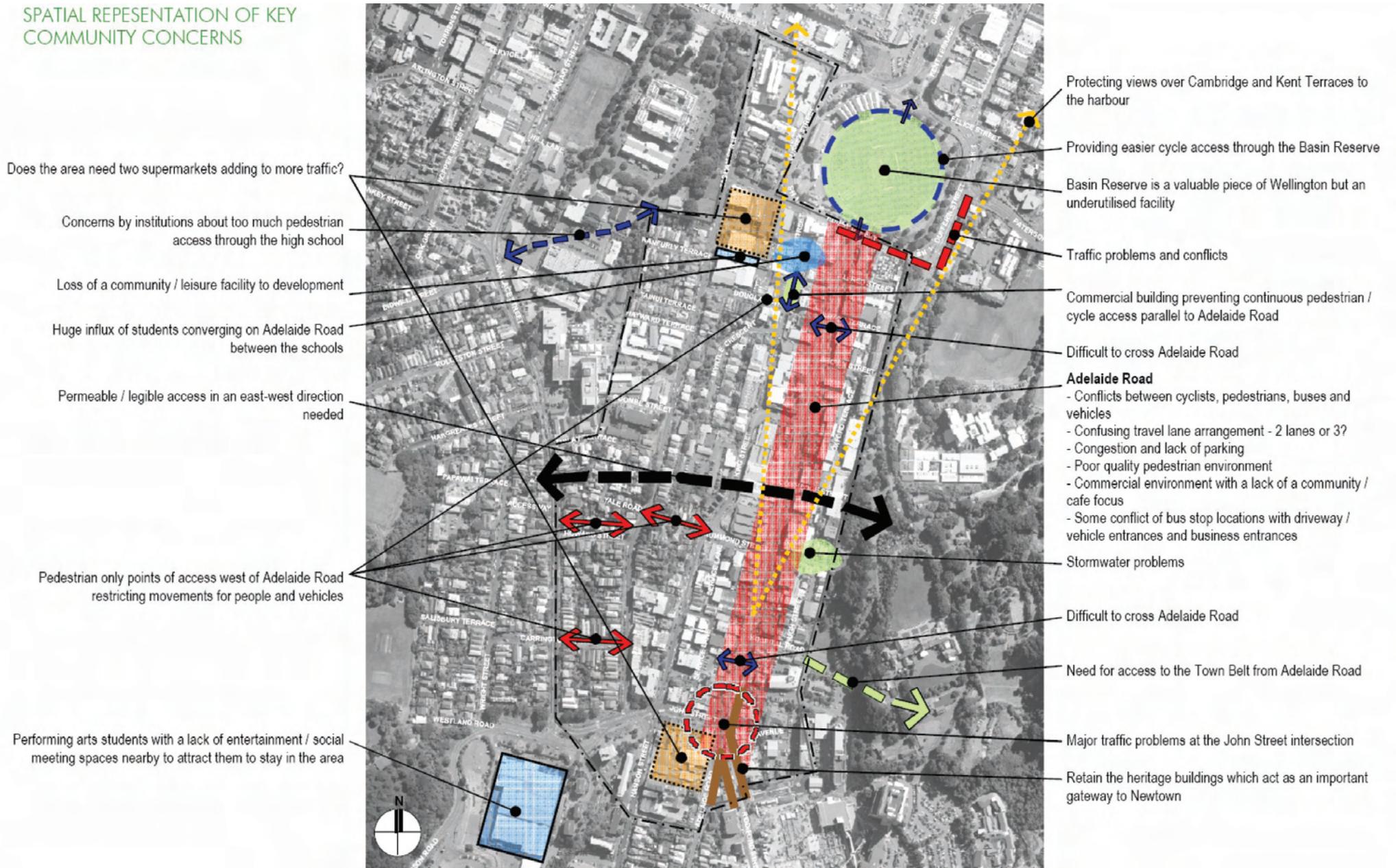


Figure 2 highlights some of the key issues and concerns raised through the consultation process.

4.2 The community workshop

An intensive community 'inquiry by design' workshop was held over four days between 31 March and 3 April 2008. The goal of the workshop was to help develop a viable urban development vision in conjunction with the local community and key stakeholders. It enabled an extensive understanding of the land use and transport complexities facing the Adelaide Road area to be canvassed over a short timeframe. Technical specialists participated to help identify and resolve the competing demands of different interests. Figure 3 demonstrates how the workshop brought together the physical and built characteristics of the area with community interests and urban design principles.

The results of the workshop are reflected in the draft vision and outcomes that are presented in Part 2 of this document.

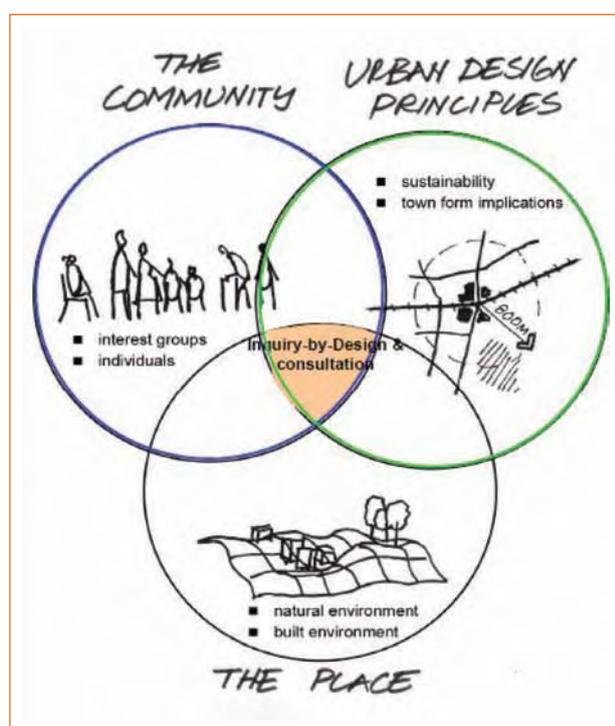


Figure 3: Community 'inquiry by design' workshop – integration and participation.

4.3 Feedback received

Figure 2 (page 9) highlights some of the key issues and concerns raised through the consultation process. Community feedback received to date has revealed strong support for improving the quality of the Adelaide Road area, in particular:

- » improving the Adelaide Road corridor – eg reducing congestion, ensuring a good public transport system, better parking provision
- » increasing walkability, pedestrian and cycle-friendliness
- » 'greening up' the area, making it more attractive and creating more public places
- » creating more of a mix of shops and businesses
- » creating more of a 'community' feel to the area
- » ensuring new development is of a high quality.

There is concern, however, that current traffic congestion will be exacerbated by residential development, and that the focus on increasing residential density will lead to the creation of low-quality housing and degrade the area further. Protecting the important employment role of the area is also an issue. These issues have been key considerations in the development of the draft vision outlined in Part 2.

Part 2: A vision for the future

5.0 A long-term vision for Adelaide Road

This section sets out the long-term vision (looking ahead 20+ years) for the Adelaide Road growth area. The vision is supported by a set of key outcomes (see section 5.2), or goals, to help guide future planning and decision-making in relation to the area.

The draft vision and outcomes outlined in the following sections are based on the results of the community 'inquiry by design' workshop held in March/April 2008.

A series of draft actions for achieving the vision and outcomes are outlined in Part 3 of this document.

5.1 Vision

The long-term vision for the Adelaide Road growth area is:

A high quality mixed-use area that is a more vibrant, attractive, better connected, accessible and safer place for all people living in, working in, and using the area.

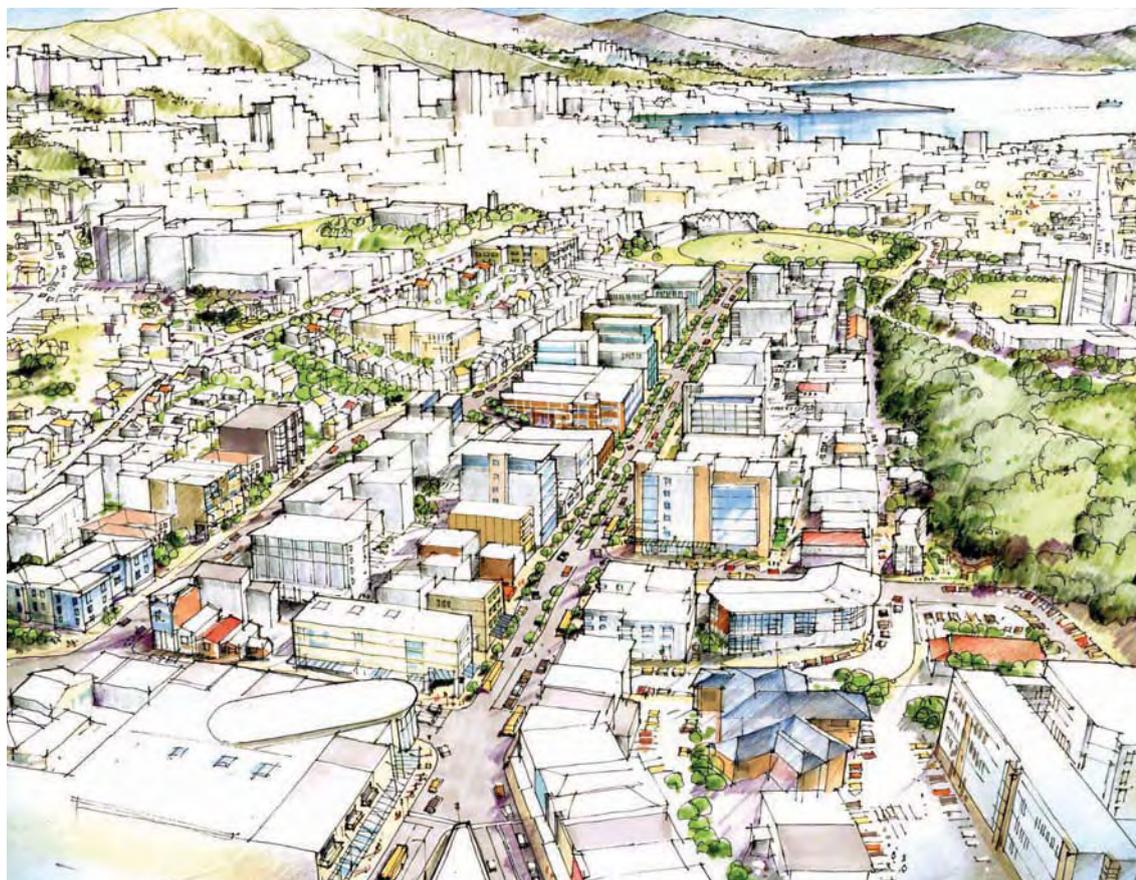


Figure 4 shows an artist's impression of how the Adelaide Road area could look in 20 years' time.

Adelaide Road upgrade, including streetscape improvements

Possible formalised walkway route through Massey University/Wellington High School land

Key intersections at Drummond Street and Douglas Street become more pedestrian friendly

Drummond Street and the steps up to Tasman Street are upgraded and landscaped

Possible public open space upgrades eg Hospital Road reserve, King Street / Myrtle Crescent pocket park

John/Riddiford Street intersection upgrade

Potential supermarket/mixed-use developments

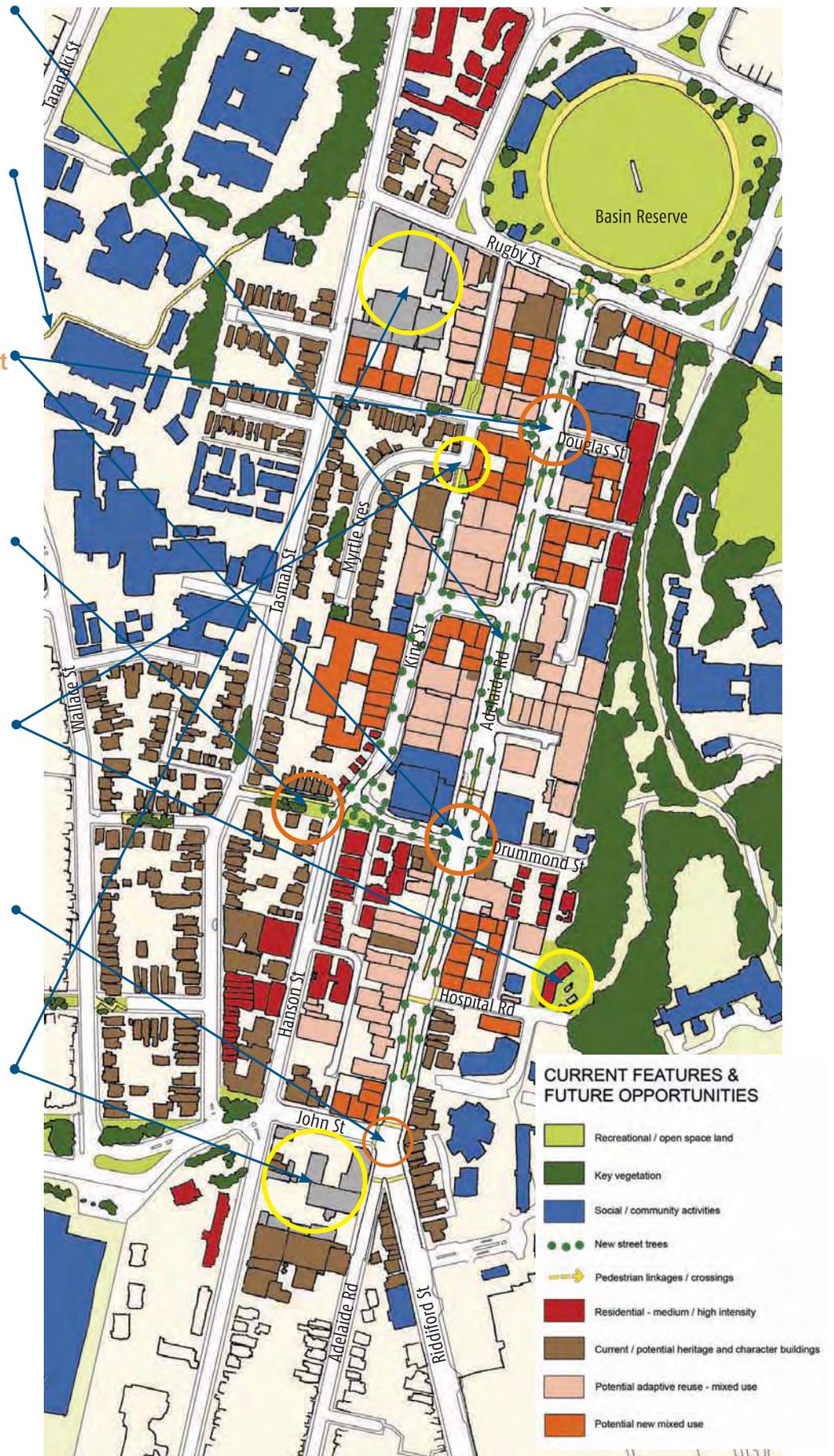


Figure 5 shows the proposed long-term vision for Adelaide Road and its key components.

5.2 Theme areas and key outcomes

The framework's vision and supporting contents are based around five integrated 'theme' areas – see below. For each theme area, key outcomes and proposed concepts are identified. These signal the Council's strategic priorities in terms of the redevelopment of the area and realisation of the vision. The key concepts summarise the relevant implementation actions suggested in the action plan in Part 3.

The summary maps in **Figure 6** show the key draft concepts and proposals for each theme area.

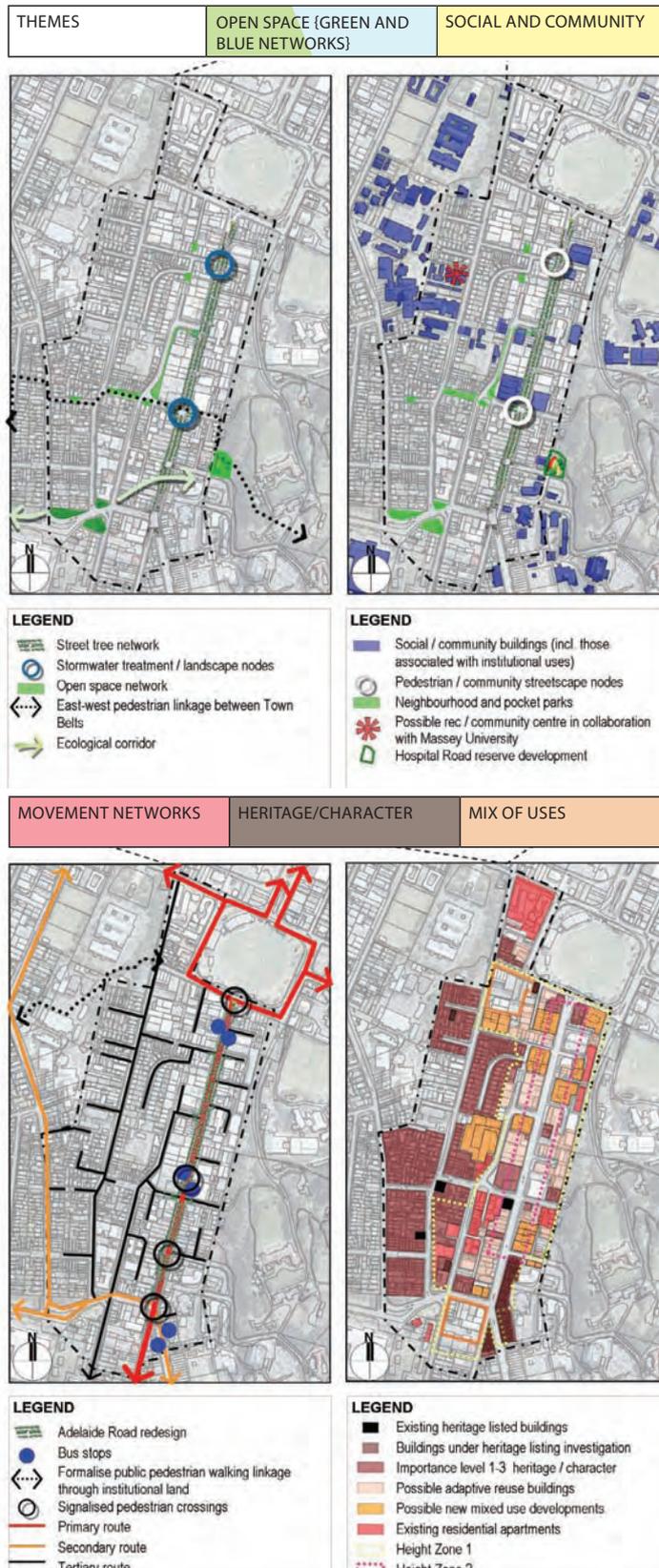


Figure 6: Key draft concepts and proposals for each theme area.

The outcomes we want to achieve and the key concepts under each one are explained in more detail as follows:

Open Space Networks (green and blue networks)

Outcome 1: Providing for greening of the area, quality public spaces, and strengthening connections between open spaces.

Adelaide Road is located between two sections of the city's Town Belt, and adjoining the area's northern boundary is the Basin Reserve. There are several large green areas in reasonably close proximity – eg Prince of Wales Park, Macalister Park, Newtown Park and Alexander Park. However, Adelaide Road tends to have poor connection between green spaces and a lack of locally used and accessible open spaces for residents, children and people working in the area. Tied to this is the desire to turn Adelaide Road into a more attractive and pedestrian and cycle-friendly environment. This requires an emphasis on attractive public space, visual quality, connections, and suitable stormwater management.

Key concepts:

- » establishing an attractive and connected public realm to maximise the ability for people to enjoy the Adelaide Road area by:
 - creating a good quality landscaped street network
 - creating pedestrian friendly areas at the Drummond Street and Douglas Street intersections with Adelaide Road (incorporating suitable stormwater management) – see Figures 7, 8
- » creating new opportunities for people to play, socialise and rest in neighbourhood reserves, smaller 'pocket parks' and areas of street-based open space
- » strengthening east-west connections between the surrounding Town Belt areas and existing parks and green spaces in the Adelaide Road area
- » providing a range of good-quality active and passive public spaces for people to use.

Possible spaces that could be considered as part of a public open-space assessment (see Action A14) include:

- » eastern and southern edges of the Basin Reserve
- » small green space between the Howard Street cul-de-sac heads
- » pocket park between King Street and Myrtle Crescent
- » Drummond Street steps and surrounding public spaces
- » Hospital Road neighbourhood park (proposed Vietnamese garden)
- » pocket park on Adelaide Road, connecting to the Blood Centre
- » green area fronting the public housing on the corner of John Street/Hutchison Road/Hanson Street.

Relevant actions (see Part 3):

A5, A12, A14, A15, A21, B1, B2, B3, B4, B5, B6, B7



Figure 7 – A possible design for Drummond Street and the steps up to Tasman Street

Drummond Street upgrade – possible design features:

- » landscaped pocket park space on the corner of Drummond and King streets
- » clustered parallel parking bays with street trees
- » narrower roadway at Adelaide Road intersection
- » redesigned Drummond Street steps to enable a direct connection to Tasman Street with more rest/amenity areas and lighting.



Figure 8 – Drummond Street green network – a possible street tree/green space/footpath layout

Social and community networks (places and spaces for people)

Outcome 2: Strengthening the local community.

The Adelaide Road growth area has a diverse demographic and ethnic composition and a growing residential population. The area has a high proportion of student housing, some social housing, a strong Pacific community, and a large daytime-worker and youth population. The community fabric is physically separated by institutional land and further constrained by a lack of accessible connections. Good-quality public spaces will assist in improving connections and will help provide for community and social needs.

Key concepts:

- » improving safety by encouraging Adelaide Road to develop as a vibrant 'go-to' destination, a mix of uses and active street frontages
- » creating a network of local micro-scale public spaces where people can meet and interact eg Drummond Street upgrade
- » promoting existing community facilities and ensuring accessibility for everyone
- » considering the community and social needs of the Adelaide Road/Mt Cook area and aligning with Council's work programme including the Community Facilities Review
- » investigating partnership opportunities with other organisations and agencies, eg Massey University, Housing NZ, Basin Reserve Trust.

Relevant actions (see Part 3):

A4, A10, A11, A12, A16, A17, A20, B2, B4, B5, B6

Movement networks (roads, footpaths/walkways, cycleways, public transport routes)

Outcome 3: Improving the Adelaide Road transport corridor for multiple forms of transport.

Adelaide Road is an important arterial transport route connecting the central and northern areas of the city to the southern and eastern suburbs. As such, the area is heavily dominated by cars and other through-traffic. There are significant 'pinch' points at the Basin Reserve and John Street/Riddiford Street intersection that suffer from high levels of congestion at peak times, hindering movement within and through the area. The Ngauranga to Airport draft corridor plan proposes improvements to the road around the Basin Reserve to improve traffic flow and better provide for public transport, walking and cycling. Ensuring good accessibility for traffic to the hospital is another important transport issue.

Although the Adelaide Road area has the highest public transport patronage in the city and large numbers of people walk or cycle through the area, it is a poor environment from a safety and 'amenity' perspective due to congestion, traffic access management, intersection control and speeds. In terms of cross-connections, existing steps and walkways linking Adelaide Road to higher areas (eg Tasman Street) are well used but have safety, way-finding and access problems.

Key concepts:

- » enhancing the capacity of Adelaide Road and the passenger transport function of the corridor by widening and reconfiguring the roadway and key intersections (eg John Street) to provide for improved traffic flow, public transport, pedestrian and cycle movement (see Figures 9,10,11,12)
- » making pedestrian journeys more pleasant, interesting, safe and direct by making pedestrian routes more legible and safer, providing pedestrian crossing points at strategic locations along Adelaide Road, and by providing regular visible micro-open spaces at key places along movement routes eg Drummond Street, Douglas Street
- » increasing cycle safety by minimising conflicts between movement modes including vehicles, passenger transport and pedestrians
- » providing solutions at key intersections through revised traffic configurations (to improve capacity) and signal controls at key crossings for pedestrians (eg John Street – see Figure 12)

- » ensuring new road configurations/designs provide flexibility in order to cater for future public transport initiatives
- » improving way-finding signage
- » formalising a pedestrian route through institutional land (eg from Wallace/Taranaki Street to Tasman Street through Massey University/Wellington High School)
- » reviewing bus stop locations along Adelaide Road.

Relevant actions (see Part 3):

A1, A4, A6, A7, A8, A9, A13, A21, B1, B2, B3, B4, B5, B6, B7, B8, B9, B10



Figure 9 – Adelaide Road corridor – shorter-term vision

Adelaide Road corridor – possible design features:

- » road widened to provide additional capacity
- » planted median island to improve the look and feel of the area and make it safer for people to cross away from signals
- » pedestrian crossing opportunities are provided via signals at key intersections eg Rugby Street, adjacent to the Blind Institute, Hospital Road and the John Street/ Riddiford Street intersection
- » one lane is provided for general traffic and one for shared bus and cycle use in each direction in peak hours
- » permanent on-street parking is provided along with street trees at regular intervals
- » footpaths are extended out to the bus lane at bus stops
- » height limits for buildings along Adelaide Road increased from 12m to 18m (see Figures 14(a) and (b)).

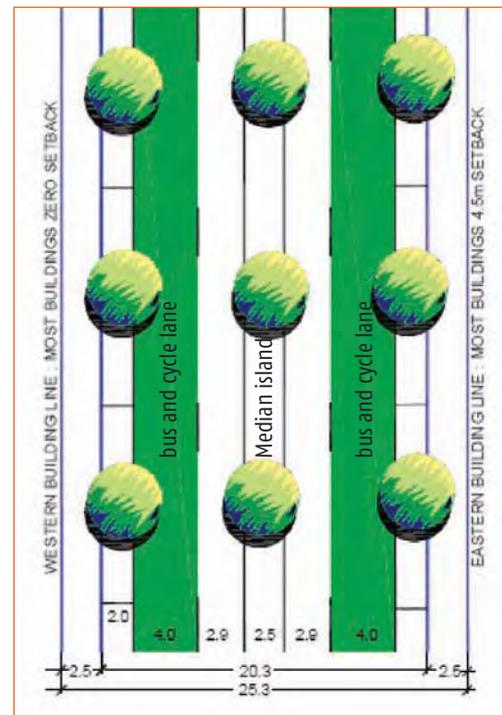


Figure 10 – Possible reconfiguration of Adelaide Road



Figure 11 – Adelaide Road corridor – possible longer-term vision

Adelaide Road corridor – design features for possible longer-term vision (Figure 10):

- » dedicated bus lanes (one lane each direction) in the centre of the road – long-term this could be transitioned to a higher quality bus service or light rail if appropriate in the future
- » dedicated cycle lane between parking and vehicle travel lane
- » demarcated bus stops and pedestrian crossing points.



John Street intersection – possible design features:

- » retain character buildings
- » road widening on western side of Adelaide Road to provide more space
- » removal of existing traffic island on Adelaide Road and provision of new right-hand-turn lane on Adelaide Road into John Street to reduce congestion and improve capacity.

Figure 12 – Possible John Street/Riddiford Street intersection layout

Heritage and character networks (buildings and areas)

Outcome 4: Further recognising, and providing appropriate protection for valued heritage and character areas and buildings.

The area has recognised heritage and character values in both residential and employment buildings and areas. These make a significant contribution to the identity of the area. Adelaide Road also has close links to several important and distinctive landmarks including the Basin Reserve, the National War Memorial, and Government House.

In addition to contributing to an area’s sense of place, amenity, and people’s aesthetic appreciation of an area, character buildings are attractive settings for business activities to establish. Providing development opportunities that support the adaptive reuse of character buildings will help to retain the look and feel of the area while at the same time allowing for the transition to high value-adding employment uses.

Key concepts:

- » undertaking detailed investigation and prioritisation of heritage and character buildings and areas in the Adelaide Road area (see Figure 13)
- » enhancing the protection of important heritage and character areas and buildings through the District Plan to ensure the integrity of the area's historic heritage is not compromised by infill housing or demolition.

Relevant actions (see Part 3):

A10, A11, A18, A19

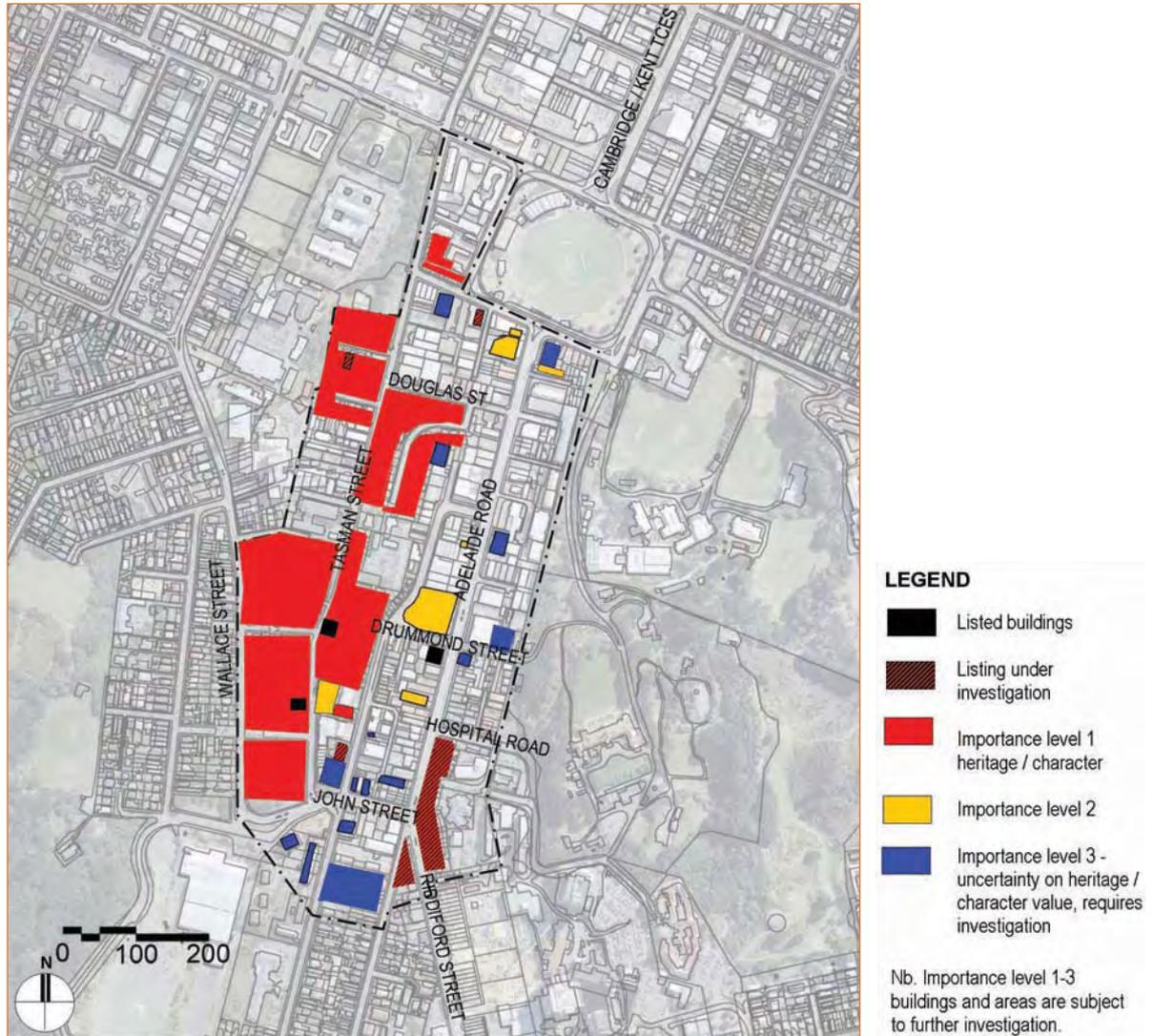


Figure 13: Possible heritage network and relative priorities

Mix of uses (residential, employment, services, institutions)

Outcome 5: Recognising and protecting employment opportunities while enabling a transition to suitable 'new economy' activities.

Adelaide Road is one of the most mixed-use areas in the city. It is also an area of changing land uses and activities, is subject to increasing land values, and is of growing interest from developers and investors.

Adelaide Road exhibits the classic characteristics of a traditional city 'fringe area' adjoining the CBD with a mix of manufacturing, wholesaling, business and vehicle services, and institutional jobs. While many of these activities fulfil an important economic role and should be supported in their continued operation, the area also runs the risk of declining unless the area stimulates 'new economy' local business and employment (eg businesses based on new information and communication technologies) in conjunction with residential intensification.

The quality of previous development has been quite varied, primarily a result of the area's permissive 'Suburban Centre' zoning. This has resulted in relatively poor-quality urban development.

Key concepts:

- » attracting workers from businesses and institutions into the area by developing good-quality streetscape and public spaces, a quality public transport system and good parking
- » working with landowners and developers to redevelop under-utilised sites
- » encouraging new development that includes a mix of employment and residential activities (eg apartments above ground-floor employment uses – see Figure 14(a))
- » protecting existing employment activities and encouraging new employment activity by providing additional employment space through greater building-height allowances along Adelaide Road – see Figures 14(a) and (b)
- » encouraging the growth of commercial activity supporting the hospital and university
- » ensuring the development of active street frontages.

Relevant actions (see Part 3):

A1, A2, A3, A4, A5, A10, A11, A20

Outcome 6: Providing for more intensive high-quality residential growth along the northern part of Adelaide Road.

The area has an expanding residential component including student accommodation but also examples of new 'higher-end' apartment developments (eg the new apartments on the corner of Hanson/Drummond streets).

The existing population of the project study area is about 2140 people; within the area zoned 'Suburban Centre' the population is about 1000. The Urban Development Strategy anticipates accommodating an additional 1550 residents (870 dwellings) by 2026 in the Adelaide Road growth area. This is a significant amount of additional residential development.

However, meeting the Urban Development Strategy's housing growth objectives for Adelaide Road should not be at the expense of employment, character and heritage, other areas sensitive to change, and community values. New, intensive, housing growth will be focused within the main Adelaide Road corridor area, eg in apartments above ground-floor employment uses.

Key concepts:

- » developing good-quality streetscape and public spaces, a quality public transport system and good parking
- » providing for residential growth without undermining the employment fabric of the area by encouraging new development that includes a mix of employment and residential activities (eg apartments above employment uses – see Figure 14(a)
- » encouraging high-quality intensive housing developments that demonstrate attention to design, quality materials, integration with local surroundings and provide internal parking

- » encouraging a variety of housing choices, including affordable and accessible housing for lower-income, student and ageing population groups.

Relevant actions (see Part 3):

A1, A2, A3, A4, A5, A10, A11, A12, A13, A14, A15, A20

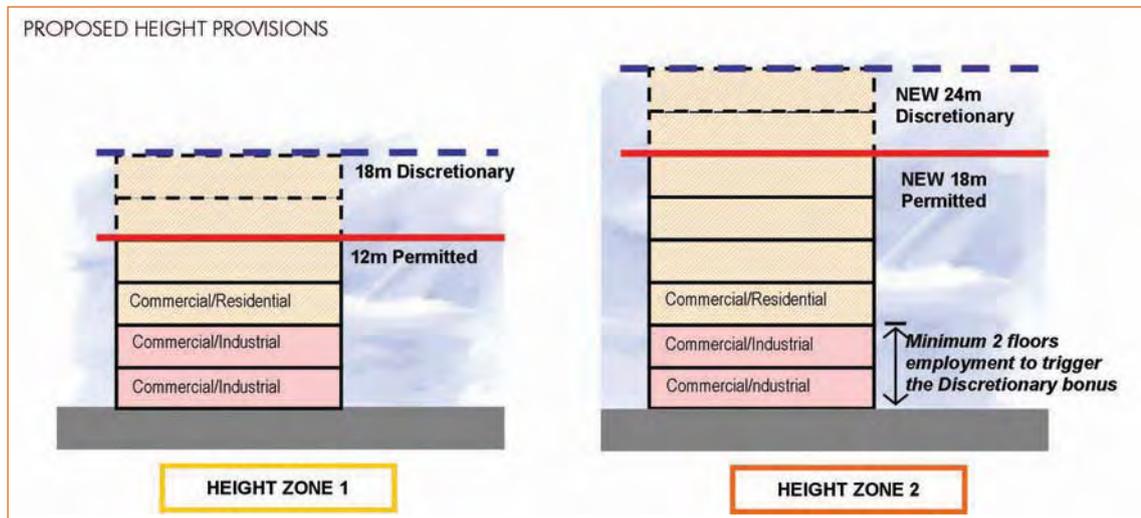


Figure 14(a) – Possible Adelaide Road height zones and mix of uses



Figure 14(b) – Height zone 1 and 2 areas – possible boundaries

Part 3: Achieving the vision

6.0 Implementation actions

This section of the framework outlines the draft action plan for achieving the vision for the Adelaide Road growth area.

6.1 Role of the Council

The City Council will play an important role in realising the future vision for Adelaide Road. This role may take many forms from supporting and promoting positive change to direct investment in public works.

The Council's key roles:

- » **Leader** – developing strategy and policy, making decisions, leading by example, and working with the community
- » **Advocate** – encouraging and facilitating action by others towards joint goals
- » **Provider** – constructing and running essential infrastructure and community services
- » **Regulator** – managing development through resource consent processes
- » **Partner** – working with other organisations on joint projects and goals
- » **Informer** – providing information and undertaking research and education
- » **Co-ordinator** – ensuring integrated management of places through co-ordinated action by a range of public and private sector organisations.

6.2 Role of others

Many of the initiatives proposed in this draft framework will however only be successfully achieved with buy-in and investment from a range of private and public sector organisations. Other key stakeholders and potential partners include:

Key stakeholders and potential partners	Relevant issues/roles
Greater Wellington Regional Council	Public transport strategy Bus/public transport procurement Travel planning Regional planning
NZ Transport Agency	State highway planning and management and transport funding
NZ Bus	Bus services
Capacity – Wellington Water Management	Manages the Council's water and drainage network
Grow Wellington	Regional economic development
Housing New Zealand Corporation	Social and affordable housing provider
Government House	Landowner (Government House and grounds)
Wellington Hospital	Landowner
Capital and Coast District Health Board	Regional health services provider

Other health organisations eg 24-hour medical centre, Blood Bank, Cancer Society etc	Health services
Ministry of Education	Schools; landowner
Massey University and other education institutes, eg NZ Schools of Dance and Drama, NZ Film School	Tertiary education providers; landowners
Local churches	Landowners; community support/service/facility providers; youth groups
Local schools	Primary and secondary education providers; landowners Wellington High School – also an adult education provider
Crèches and kindergartens	Early-childhood education
Wellington Tenth Trust	Kaitiakitanga
Other landowners, business owners and developers	Landowners, business owners; development of land and businesses
Community groups and residents' associations	Community-led initiatives; community networks
Business groups	Business-led initiatives; business networks

6.3 Draft Action Plan

The Draft Action Plan gives an overall picture of the Council's intentions in terms of the Adelaide Road area and allows for co-ordination and partnership with other organisations.

Actions have been split into potential capital works and other operational actions. Both tables show the indicative timing for the actions, as well as their relative priority and resourcing implications.

Some of the actions identified are already budgeted for in the LTCCP (Long Term Council Community Plan) which looks at the Council's activities and spending 10 years ahead. Where activities and initiatives require new funding, these are clearly indicated.

Funding implications

It is important to note that the availability of funding from the Council for projects proposed in the draft framework is not guaranteed. The prioritisation and funding of proposals will be determined as part of the LTCCP and Annual Plan processes, when the Council considers new initiatives and weighs up the priority to be given to individual projects.

Many of the actions proposed in the framework can be achieved through existing Council work programmes and budgets. Some initial funding for streetscape works has been set aside in the LTCCP for the 2008/09 and 2009/10 financial years.

Other actions may be part-funded through other means such as development contributions or a targeted rate. Significant roading works (eg upgrading the Adelaide Road corridor and public transport improvements) may be eligible for a subsidy from the NZ Transport Agency (formerly Transit NZ and Land Transport NZ) because they provide wider benefits to the city's transport system.

Whilst the framework's actions are focused on the role of the Council in facilitating the vision, it is clear that the vision cannot be successfully achieved by the Council alone – it also depends on interest and investment by the private sector. The Council will therefore work in partnership with private landowners and developers to realise the vision.

Priority and timing of actions

In terms of the relative importance of actions to achieving this framework's long-term vision, three levels of priority have been assigned to actions:

- » Priority 1 = Essential (ie considered essential to achieving the vision outlined in the draft framework)
- » Priority 2 = Recommended (ie important to achieving the vision but not absolutely essential)
- » Priority 3 = Desirable (ie of lesser importance/priority, but nice to do if possible and if funding available).

Actions have also been assigned an indicative timeframe for implementation. These are:

- » 1-3 years = short-term
- » 3-5 years = short to medium-term
- » 5-10 years = medium-term
- » 10+ years = long-term

6.4 Potential operational actions

Action areas and potential actions	Council role	Indicative timing	Priority and resources	Potential partners
Facilitating development				
A1. Communicate the future vision for Adelaide Road to the community, other public-sector organisations and the private sector.	Leader	1-5 years – short to mid-term	Priority 1 – Essential Linked to Action 4 ('development coordinator') – existing funding	Grow Wellington; business groups
A2. Investigate and recommend options for the Council to take a more active role in facilitating redevelopment in Adelaide Road, eg through purchasing land and facilitating development to realise the vision, establishment of a land development agency, private/public partnerships, demonstration projects, business improvement districts.	Leader	1-3 years	Priority 1 – Essential – existing funding	
A3. Actively work with landowners, developers and investors to ensure new development contributes towards the achievement of the framework's vision, including: <ul style="list-style-type: none"> » encouraging landowners and investors to redevelop under-utilised sites and relocate car parking away from street frontages on Adelaide Road » encouraging development that includes a mix of employment and residential activities » encouraging developers of new buildings (and alterations/refits of existing buildings) to incorporate environmentally sustainable design. 	Advocate/Coordinator	1-5 years – short to mid-term	Priority 1 – Essential Linked to Action 4 – existing funding	Landowners, business owners and investors; business groups
A4. Ensure any Council infrastructure works or community facilities contribute towards the achievement of the framework's vision and outcomes.	Leader	Ongoing	Priority 2 – Recommended – existing funding	Capacity
A5. Complete a development opportunities study to investigate potential strategic property development opportunities.	Leader	1-3 years – short-term	Priority 2 – Recommended – existing funding	

Adelaide Road corridor upgrade				
A6. Complete a detailed land acquisition study to confirm any affected buildings/lots under the possible future Adelaide Road widening and streetscape works and estimate initial costs.	Leader	1-3 years – short-term – immediate start	Priority 1 – Essential – existing funding	Capacity, Greater Wellington, NZTA
A7. Roll out Notices of Requirement for any building-line adjustments for road widening purposes on Adelaide Road.	Leader/Regulator	1-3 years – short-term	Priority 1 – Essential – existing funding – linked to road widening designation process	Greater Wellington, NZTA
A8. Prepare a bus-stop location plan for Adelaide Road including design and location of new proposed bus stops and revisions to existing stops.	Leader/Provider	1-3 years – short-term	Priority 1 – Essential – existing funding – linked to Adelaide Road corridor upgrade	Greater Wellington, NZ Bus
A9. Investigate detailed design for colonnading the Old Bank Building on Adelaide Road.	Leader/Provider	1-3 years – short-term	Priority 2 – Recommended – linked to John Street upgrade and Adelaide Road upgrade – existing funding	Building owner
Policy review and amendment				
A10. Review and amend District Plan objectives, policies and rules in relation to: <ul style="list-style-type: none"> » building heights and densities » quality urban design » mix of uses » parking requirements » interface with street and public spaces » heritage and character protection » the quality and location of residential infill development 	Leader/Regulator	1-3 years – short-term – immediate start	Priority 1 – Essential – existing funding – linked to suburban centres review and infill housing review	

<p>A11. Review and amend District Plan design criteria and guidelines to achieve:</p> <ul style="list-style-type: none"> » better-designed buildings and spaces » active street frontages » improved public safety » improved pedestrian accessibility and connectivity » reduced visual impact of car parking » safer public spaces 	Leader/Regulator	1-3 years – short-term – immediate start	Priority 1 – Essential – existing funding – linked to suburban centres review and infill housing review	
<p>A12. Review and amend the Council's Development Contributions Policy as it relates to new development in the Adelaide Road catchment area to help fund the area's development eg road/street improvements, public space.</p>	Leader/Regulator	1-3 years – short term – immediate start	Priority 1 – Essential – existing funding	
Parking				
<p>A13. Complete a parking study for Adelaide Road to help plan for and provide a targeted management strategy for residential, shopper, visitor and employee parking.</p>	Leader	1-3 years – short-term – immediate start	Priority 2 – Recommended – existing funding. Linked to Council's Parking Policy, Activities 1, 2, 7, 9.	Landowners and business owners, residents
Urban open space upgrade				
<p>A14. Commission an open space assessment of Council-owned public areas to determine relative upgrade priorities, including the pocket park between King Street and Myrtle Crescent and the cul-de-sac head open spaces on Howard and Carrington streets.</p>	Leader/Provider	1-3 years – short to medium term	Priority 2 – Recommended – existing funding	Community groups and residents associations
<p>A15. Investigate the possible future expansion of the Hospital Road reserve (in conjunction with the proposed Vietnamese Garden) as well as the demand for a playground.</p>	Leader/ Partner/ Coordinator	1-3 years – short to medium	Priority 2 – Recommended – existing funding	Community groups and residents associations

Community network				
A16. Consider the community and social needs of the Adelaide Road/Mt Cook area and align with the Council's work programmes including the Community Facilities Review.	Provider	1-5 years – short-term to medium term	Priority 2 – Recommended – linked to the Council's review of community facilities – existing funding	Community groups and residents associations
A17. Promote and ensure accessibility of existing community facilities located in close proximity to the Adelaide Road area.	Informer	1-3 years – short-term	Priority 2 – Recommended – existing funding	Community groups and residents associations
Character and heritage				
A18. Undertake a detailed character and heritage study of all identified heritage and character areas and properties to determine which should be subject to more stringent regulatory requirements and which should be allowed to change and transition over time.	Leader/Regulator	1-3 years – short-term	Priority 1 – Essential – existing funding	
A19. Prepare a heritage/character design guideline to give advice on appropriate responses to heritage buildings or character areas in redevelopment schemes.	Leader/Informer/Regulator	1-3 years – short-term	Priority 2 – Recommended – existing funding – linked to District Plan changes	
Affordable housing				
A20. Work with Housing New Zealand Corporation and developers to investigate opportunities for providing good quality affordable housing.	Advocate/Partner	3-5 years – short to mid-term	Priority 3 – Desirable – existing funding	HNZC, developers, housing organisations
Way-finding improvements				
A21. Produce a walking map showing the connections between Adelaide Road and the surrounding suburbs, hospital, Massey University, and decide on where the map is to be distributed and displayed.	Informer/Leader/Coordinator	1-5 years – short to medium term	Priority 2 – Recommended – likely to require new funding	Community groups; Greater Wellington

6.5 Potential capital works

Potential capital works	Indicative timing	Priority and resources
Road corridor and streetscape upgrades		
B1. Adelaide Road corridor road widening designation	1-5 years – short-medium term	Priority 1 – Essential New funding required – integral to Adelaide Road corridor upgrade
B2. Reconfiguration, widening and upgrade of Adelaide Road Includes: <ul style="list-style-type: none"> » road widening (to 25.5m) » reconfiguration of Adelaide Road – two preferred options – permanent edge or centre public transport provision » mid-block pedestrian crossings in key strategic points » streetscape and footpath upgrade, including suitable stormwater management 	Detailed design: 1-3 yrs – immediate start – 08/09 financial year Construction: 1-5 years – medium term Priority 1 – Essential Some existing funding set aside; additional new funding required. Initial estimated cost: \$4.8-6.8m (excludes any land acquisition costs) Existing funding: <ul style="list-style-type: none"> » streetscaping – approx. \$1.1m » bus priority measures \$85,000 Additional funding sources: <ul style="list-style-type: none"> » NZTA subsidy (53%) » development contributions » Council contribution 	
B3. John Street/Riddiford Street intersection upgrade. Includes: <ul style="list-style-type: none"> » dedicated right-hand turn and median removal » signalised pedestrian crossing » streetscape / footpath upgrade » possible collonading of Old Bank building 	Detailed design: 1-3 years – short term Construction: 1-5 years – short to medium term	Priority 1 – Essential New funding required – linked to Adelaide Road corridor upgrade Initial estimated cost: \$1.4 m Potential funding sources: <ul style="list-style-type: none"> » NZTA subsidy (53%) » development contributions » Council contribution

<p>B4. Drummond Street streetscape and intersection upgrade.</p> <p>Includes:</p> <ul style="list-style-type: none"> » streetscape and footpath upgrade, including stormwater management » upgrade of walkway and steps up to Tasman Street » narrowing of Drummond Street intersection with Adelaide Road 	<p>Detailed design: 1-3 years – short term</p> <p>Construction: 3-5 years – medium term</p>	<p>Priority 2 – Recommended</p> <p>New funding required – linked to Adelaide Road corridor upgrade</p> <p>Initial estimated cost: \$750,000</p> <p>Potential funding sources:</p> <ul style="list-style-type: none"> » development contributions » Council contribution
<p>B5. Douglas Street streetscape upgrade and intersection upgrade.</p> <p>Includes:</p> <ul style="list-style-type: none"> » streetscape and footpath upgrade, including stormwater management » upgrade of walkway and steps up to Tasman Street » narrowing of Douglas Street intersection with Adelaide Road 	<p>Detailed design: 3-5 years – medium-term</p> <p>Construction: 5-10 years – medium to long-term</p>	<p>Priority 2 – Recommended</p> <p>New funding required – linked to Adelaide Road corridor upgrade</p> <p>Initial estimated cost: \$375,000</p> <p>Potential funding sources:</p> <ul style="list-style-type: none"> » development contributions » Council contribution
<p>B6. King Street streetscape and intersection upgrade.</p> <p>Includes:</p> <ul style="list-style-type: none"> » streetscape and footpath upgrade, including stormwater management » narrowing of King Street intersection with Adelaide Road 	<p>Detailed design: 3-5 years – medium-term</p> <p>Construction: 5-10 years – medium to long-term</p>	<p>Priority 2 – Recommended</p> <p>New funding required – linked to Adelaide Road corridor upgrade</p> <p>Initial estimated cost: \$400,000</p> <p>Potential funding sources:</p> <ul style="list-style-type: none"> » development contributions » Council contribution
<p>B7. Hospital Road intersection upgrade and signalised pedestrian crossing.</p>	<p>5-10 years – medium to long-term</p>	<p>Priority 3 – Desirable</p> <p>New funding required – linked to Adelaide Road corridor upgrade</p> <p>Initial estimated cost: \$300,000</p> <p>Potential funding sources:</p> <ul style="list-style-type: none"> » development contributions » Council contribution

B8. Rugby Street/Adelaide Road intersection and pedestrian crossing upgrade.	5-10 years – medium to long-term	<p>Priority 3 – Desirable</p> <p>Initial estimated cost: \$300,000</p> <p>New funding required; Linked to Basin Reserve improvements under Ngauranga–Airport Study</p> <p>Potential funding sources:</p> <ul style="list-style-type: none"> » NZTA (53%) » development contributions » Council contribution
Bus stops		
B9. Adelaide Road bus stop consolidation, revised locations and upgrades.	1-3 years – short term	<p>Priority 1 – Essential – linked to road corridor and streetscape upgrades</p> <p>Initial estimated cost: \$200,000</p>
Way-finding improvements		
B10. Install way finding and directional signage for pedestrian cross routes.	1-5 years – short to medium term	<p>Priority 2 – Recommended – linked to streetscape improvements/upgrades in the area</p> <p>Initial estimated cost: \$3,000</p>

7.0 Next steps

Please get your comments on the draft proposals to us by no later than **4pm, Friday 10 October 2008**.

Following the consultation period, the draft framework will be reviewed and finalised. A final Adelaide Road framework will be prepared for Council approval in November 2008.

A draft District Plan Change that supports the vision for Adelaide Road will also be prepared for consultation towards the end of the year. The draft Plan Change will propose changes to the rules and provisions of the District Plan as they apply to the Adelaide Road area – eg amendments to building height limits, urban design requirements, and character protection.

Let us know what you think

You have until **4pm, Friday 10 October 2008** to give us your feedback on the Draft Adelaide Road Framework. Please tell us what you think.

Pull out and complete the feedback form in the centre of this booklet or check the Council's website **www.Wellington.govt.nz** and comment online. Send your comments to:

Freepost 2199
Draft Adelaide Road Framework
Wellington City Council
WELLINGTON

Further information on the Adelaide Road project and the development of the draft framework, including key background documents, is available at **www.Wellington.govt.nz** under 'Projects'.

For more information contact Project Manager, Sherilyn Gray, phone 499 4444
or email **sherilyn.gray@wcc.govt.nz**